

~~CONFIDENTIAL~~CLASSIFICATION ~~SECRET~~/CONTROL/US OFFICIALS ONLYCOUNTRY Germany (Soviet Zone)REPORT NO. TOPIC Wittstock AirfieldEVALUATION see belowPLACE OBTAINED

25X1

DATE OF CONTENT mid-September to 11 October 1950

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DATE OBTAINED DATE PREPARED 9 November 1950

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1. Only 10 biplanes were stationed at the Wittstock (N 54/U 11) airfield in mid-September 1950. (1) The field was not suitable for night flying. The barracks were occupied by about 250 air force personnel. Some temporary buildings were occupied by an air force headquarters. (2) A very large number of officers ranking from captain upward were at the field and in the town.

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2. The Waren (N 54/U 35) branch office of the Bauunion Nord Firm had constructed a concrete east-west runway, 2,000 meters long and 60 meters wide. This runway which was being extended toward the east by 250 meters was scheduled to be completed by 1 October 1950. (3) Most of the 600 laborers previously employed for construction work at the field had already left. For the construction of the runway and the taxiways the earth had been excavated to a depth of 80 cm and 40 cm, respectively. The excavations were filled with gravel, which was covered by a concrete layer 15 cm thick. The concrete was mixed in a ratio of four units of gravel, 2 units of crushed stones and one unit of cement. (4)

3. Seven jet fighters with swept-back wings were counted at the Wittstock airfield between noon and 1 p.m. on 5 October 1950. An estimated 13 more aircraft of the same or a similar type were noticed south of the runway. (1) and numerous Soviet air force officers and EW were seen on the road from the field.

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4. A local resident said that the construction work at the field would be completed by late October 1950. Excavating and grading work was being done at the northern edge of the field. Five wooden huts of the Waren branch office of Bauunion Nord were seen at the western edge of the field. The runway, which measured about 2,000x 55 meters, runs parallel to Daber Canal and 700 to 800 meters south of it. The western end of the runway was enlarged slightly

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to the north and south. The eastern end of the runway could not be seen. A high-tension line suspended from wooden poles about 6 meters high led from Altdaber (N 54/U 12) toward the southeast as far as a point 50 meters north of the runway. From there masts without wires and lamps set up parallel to the runway, toward the east.

- 25X1 5. No aircraft were observed at the field on 7 October 1950. It was noticed that planes were in the hangars. An observation tower, 2.50 m high, with view ports on all sides and erected on the top of a building about 12 meters high, was seen in Altdaber.
6. Employees of construction firms said that the runway at Wittstock airfield was completed to a length of 1,000 meters by mid-September 1950. Only clearing work was still being done and this was to be completed by 1 November 1950.
7. Air force personnel stationed at the field said that jet aircraft from Rechlin (N 54/U 33) were expected to arrive. (5)
8. On 19 September 1950 eight jet aircraft with swept-back wings and rudder assemblies set high landed at the field, taking off again after one hour.
9. A radar set was on Rockstaedt Hill, south of the field, on 2 October 1950. (6)
10. According to local residents, three houses of Altdaber, located in the northwestern corner of the field, were to be evacuated and torn down since they were an obstacle to flying.
11. The following trucks were observed at the field during the period from 16 September to 11 October 1950:

(7)

- 25X1 12.
13. The administrative officer of the hospital was Junior Lieutenant Vinogradov (fnu). Major Zaburumov (fnu), surgeon; Major Mamochodshayev (fnu), dermatologist; Major Lokvinenko (fnu), general practitioner; Captain Kromishov (fnu), dentist; and Junior Lieutenant Bondorenko (fnu), pharmacist, were medical officers and assigned to the hospital. (9)

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